YARNS OF THE ENGINEERS.

AMARING COLLISIONS AND JUMPS AND LONG-DISTANCE SLIDES.

How Shorty Allen Came Down Wray Hill-Joth Dolin's Rare Luck with Old 50-Likewise the Thrilling Experiences of Jim Bowers and Old Hill Adams,

Some time ago there was a little story going the rounds of a during rescue of a child by a locomotive engineer. The child was said to be playing on the track, and did not hear a passenger train thundering down upon it. The engineer saw the child, but it was too late to stop the train. Quickly reversing his engine and "giving her air." the engineer sild through his cab window, along the running board, and down on to the pilot. As the engine approached the child the engineer teaped to the ground, ran swiftly shead and snatched the child from the track, by his quickness and olness averting a frightful accident.

To men who do not know railroad engineers that story was a surprise, and they all de-nounced it as a "fake." One imaginative gentleman wrote to THE SUN about it. He said that he, too, was an engineer, and that he appreciated the good judgment and the keen eye for news which THE SUN showed in printing the story. He believed that it was true. He based his belief on an experience which he had had while pulling a fast mail train over the Rocky Mountain division of the Union Paoific. He was coming down through a canon with a heavy train behind him. It had been raining heavily for a long time, and the ground was soft and sticky. The track was wet and elippery, and the heavy train was running at a fearful speed. His engine was "doing her test to hold 'em back," but in spite of his efforts he began to fear that the trein was going to get away from him. Just as he was wondering what he could do to sheek the tremendous speed of the train he shot round a curve and there on the track not asleep. To stop by ordinary methods was abcoutely impossible. To go on was certain death to the child. In the fraction of a second he had formed his plan.

As he says it, " I shout d to Jim, the fireman, to 'choke her,' and 'g ve her the grit,' and then I slid out on the running board and

and then I slid out on the running board and 'down on her nose' and jum od off. As she came by I grabbed hold of a spoke in the driver and seeked my heel in the mud, and, if you'll believe it, I stooped thattra a right there. Broke my right arm in two places, though, and knocked every blamed car in the train clean off the track. But I saved the child.'

As usually told, this story ends with the death of most of the passengers and the rescue of the child. It is an able tale, but the undoubled experience of the illustrious "Shorty Palled a freight train on the Akron division of the B. & M. K. R. in Netraska. He was a lar sh sort of an engineer, but he had neither fear nor judgment, the came of the feading at the time of the hig Knight of Labor strike there, and struck the "Q" when the lired eracod men wentout in the spring of 1388, shorty "dumped on the line, and oid Archie, the master mechanic at the McCook shops, was always growing about him.

at the McCook shops was always growing about him.
Wray hill is the worst grade in the division, and it used to be Shorty Allen's delight when coming down from Akren to McCook to "saut" or off "at the top of the nill and "side down." If he happened to have orders to most an untrain at the siding he niways noted on the picciple that it was the other man's outsiness to be on the siding so that he coald "state by," and he trusted to lack to stop if the other manifel not happened to fact to stop if the year and the coald manifel not happened to its siding. One fine day in the summer of 1884 shorty started to "slide down" Wray hill with "forty loads behind him." He had orders to meet a train at the siding, but he figured that the other follow would be on the siding and that the other fellow was on the main track. But he expected Shorty to "saw by."

Bown the hill came Shorty as if he were meet there, was on the main track. Both expected Shorty to "saw by."

Down the hill came Shorty as if he were going clean through to Mctock, working steam half way sown. Shorty's engine was 181, a big mogel. "She's got a great set o' wheels." Shorty was 1 to declare. and, say, d ctor, but he can turn em."

She was "turning 'em" that day. The patencer engineer heard him coming and saw in a second that there was going to be crack. "I he shouted. "Shorty A len is sideling down, and he's g ing clean through to Holdiedge."

He was running up the track he'gre he fin-

ing down, and he's g ing clean through to Holdiedge."

He was running up the track before he finithed shouting. He reached the switch just in time to yank it open and send Shorty in on to the freight train. Shorty had been sitting on his box with his heels out or his forward window. When he saw where he was he 'let go one yelp for brakes' and then be sid off his box and "plugged her." It took less than half a minute to "tip her over "and "cut er back." and she was "dropping sand" when Shorty looked up just in time to see old 181 smash into the freight engire on the siding, which had been descried on the into the freight engire on the siding, which had been descried on the into the freight engire on the siding, which had been described on the into the freight engire, on the siding, which had been described on the into the splinters had quit nying what was left of 181 was lying in a bundle belle a cuivert five car fengins in from the switch. She had telescoped the other engine and four oars. Half of her cah, a lever or two. I was the same of the street and the property of the same of the same of the street and the same of the same and four cars. Half of her cab, a lever or two.

a few rivets, and a bundle of boiler from and
whoels were all that was left of 181. The piece
of the cab lay on its side with the window
facing the cultert.

Shorty's fireman landed about thirty feet Shorty's fireman landed about thirty feet short of the culvert in a very unsignified poture, but Shorty was not to be seen. The men began it is early for him at one, and when they had been at it about fifteen minutes storry hove in sight from behind the section in those they had been at it about fifteen minutes of the they had been at it about fifteen minutes of the they had been at it about fifteen minutes of the they had been at it about fifteen minutes of the wreek wondering what had iecome of thorty. He simmbled over to where they stood and began positize around the rubbish.

"Helio, Shorty," shouted half a dozen at once. "Where did you come from?"
Shorty pointed to the niece of the cab and said. "See that hole," Well, that's where I came on, and by gooh! I want a drink.

Nomething different but not less tomarkation of the see that hole, which had been sited up with air. Dolan's experiences with the new air brake led him to have remarkable confidence in himself and in his ename, old 33. The first man in the roundhouse board is the first man out usually, and so it happened that one day Dolan found himself on the property of the was on the board to had the greass wason. In "Forty in hies and as much norry back and pulled her tail clean out, and I tell you, neighbor, she was turnit," but when we sailed out over the summit, Well, you know that when you come out of the woods days he you go had been to had the woods days he you go had been to had the woods days he you go had been to had the woods days his you had a sharp curve when you girke the love! Over against the hill is a big clay bank. Joshya mas the pay loss then, not lie was a kind of a particular cust about getting should be your about the pay and the pay and

Well, sir, 97 just took up that ditch, and when she struck the top she jumped squarely on the rails again right behind the last conch of my train, which had just swung by. I ran her nose down to the conch, and my fireman made the rounding, and we shoed that train into Waterloo, where I switched around and got to ahead again. And the funniest thing about it was that when I lest Waterloo I looked around her, and I'll be hanged if that squirt wasn twerking all right."

Old Isili Adams greeied Bowers's story with a humpin. Then when none of the other boys spoke up old Bill began. "That eminda me of my experience on a cold day a year or two ago." he said. "I was pulling old 411 then. I remember we used to call her the 44, sort of 4-11-44, you know Well. I was coming in on her one beastly cold day with a long string of g ain is and behind me. Ferty-four began to leak badly just a ter I left Ashiami, and by the time I got to liaymond Hill she wouldn't hold ping hat. She was worse than seven ish neta. It was cold enough to freeze a brass monkey, and my lireman was making a good many emarka about the origin of the old man who had sent 44 out in such shape. I got her to coing as hard as I could to run the hill, and when we struck the up grade I was giving it to her for all she was worth. She was pounding like the old Mick, and before we got half way up I was afraid we would, it get over. Well, we get pratty near to the ton, the ton, when she threw up her tail and laid down, she was leaking so fast I was afraid we would, it get over. Well, we get pratty near to the tone and the laid of the was a farial we would do on me, and I didn't dare back off to make another run for the hill. So I whist ed off brakes and the bottom I told my fireman I was going to me. A good water or me for the hill. So I whist ed off brakes and the bottom I told my fireman I was going to mote of the money of the old my fireman I was going to me. I make an only the bottom I told my fireman I was going to mote of the bottom I told my fireman I was goi

THE WATCH AT SANDY HOOK. The Man Whose Telescope Sweeps the

There is a tall tower building down on the extreme point of Sandy Hook. It is about 50 feet high and is built of wood. Iron cables or guy ropes prevent the wind from toppling it over when it blows hard across the sand moors. This odd-looking building is the home of the marine observers in the employ of the Wastern Union Telegraph Company. The special marine observer that this story is about is named William De la Motte. All the pilots who bring was els into this harbor call him the noble family abroad. But no amount of questioning can get him to admit it. When that

subject is broached he refuses to say a word. De la Motte has been an observer in the employ of the Western Union Telegraph Company for nearly a quarter of a century. Pefore that he was a Government operator in lingland. During the past dozen years he has been stationed at Sanly Hook. This is the most important signal or sighting office on the York from abroal have to pass the Hook to get into the bay. None of them gots within a mile of the lookout's -tation before it has been identified and its arrival telegraphed to this city. Everything that enters the bay is reported. The big ocean greyhounds are spotted something like half a dozen miles out to sea. As soon as the name of the steamer is learned it is liashed over the telegraph wires to New York.



OBSERVER DE LA MOTTE. OBERIVER DE LA MOTTE.

Those who have made the ocean voyage, or have friends who have, may recall that either they or their friends have paid the Western Union Telegraph Company \$1 to have the steamer on which they were returning home reported as soon as sighted. Few of them have ever stopped to think how that information is sortained, however. If they had made inquiry they would have been told that the washing tor the satrance to our harbor. That observer in the day time is Count De in Motte.

vessel heading for the entrance to our harbor. That observer in the day time is Count be in Motte.

From 7 in the morning till 7 at night the Count sits in the little room in the very top of the tail tower down on the extreme point of Sandy Hook alone with his telegraph instruments and his big, long telescope. Around him as far as the eve can see is the ocean. The Count is constantly gaving out up on this end-less expense through his big telescope. It is a powerful instrument, and will tattle on a vessel the moment the vessel sticks its surar above the horizon. By the time it gets lis sanckestack in sight the Count has made out its name. He doesn't distinguish the name irom any letters that might be 1 ainted on the vessel's bow. He makes the name out from the ship's general appearance. I his is the Count's specialty, and be is an alent at i.

From morning till night the Count keeps his each, the right one, glued to the big, long telescope. He sweeps the horizon slowly with the glass. Not a snot on that portion of the ocean of which he commands a view escapes his observation. As soon as he makes out the name of my cased interiorishing by quits his cregians long enough to telegraph the fact to the ship news office down at the Pattery and the main in charges of the marine department of the Western Union Telegraph Company. The latter then sends out his messages amounting the slighting of the steamer of Sandy Hook. The health officers at Quarantine are assumentified.

At 7 oclock De la Motte is relieved by the

the sighting of the steamer of Sandy floor. The health officers at Quarantine are also notified.

At 7 o'clock De la Motte is relieved by the night observer who also keeps up a similar performance all night. No matter how dark or thick the might is this man is on the look-out for incoming vessels. He distinguisless them by individual signal lamps, which they all carry. Long before these signals are visible to the night observer discovers them with his posering glass.

De la Motte lives in a neat little cottage which the company built for him near his tower. He parely leaves the sandy sho es of the Hook. His provisions and other necessaries o life are sent down to him from the city, and occasionally be receives a visit from a New York newspaper man who has been sent out to look for some derelict steamer or sailing vessel which is bringing a story of wreek and disaster. He is in constant touch with the world through the telegraph. however, and is apparently contented with his tot.

Parading With Yellow Wheels. The Yellow-wheeled Wagon Club of Staten Island had their first annual parade Thursday. The start was made from Duff's Club House Stapleton, S. I., and the prominent turnouts in line belonged to Dr. James Mckee. Frank Rinschler, Charles L. Watrous, Henry Spruck. Edward Mouter. Rudolph Fuchs. August

Edward Meuter. Rudolph Fuchs. August Gulke, John Beeker. Adolph Schuster. George Ockerhausen, and Sheriti John Elsworth.
The turnouts were all open wagons with released in fanct in designs, with yellow sith ribbons and the haveess a dwhips were decorated with similar descrations. Dr. Mckee lead the parade, which passed through vanderbilt avenue to New Dorn to Petcler's Hotel the paradors had a spin for one mile along the boulevard. It was agreed that the lirst man to arrive at Petcler's should win a basket of wine, and that the last man in should pay for it. The winner was Henry Spruck, while August Gulke had to nay for the iun. A dinner was served at the hotel. The menn was yellow, while all the decorations on the table were also of that color. There were also numerous bounders of the cube are: Pre-ident Rudolph Fuchs; Vice-President, Chas. L. Watrous: Secretary, John Duff: Treasurer, Frank Binschler, and Scauery Unparalleles.

Luxury Unparalleled. Try the famous "Limited" train service of the New York Central.-Ass. THE EIGHTH COMES IN WET. BUT THE DEPARTING TWELFTH TURNS OFER DRY QUARTERS.

Doings of the Twelfth's Last Night and Day in Camp-A Buffalo Company Tem-porarily Lost Out of the Seconty-fourth. STATE CAMP. PERSEILL, July 18.-The camp of the Twelfth Regiment was a fe-tive one on the last night, and the celebrations were not provisional battalion celebrated, too. The fun began at supper time, when a big church ex-cural in arrived to visit the Yonkers company. When the girls went away the men began fix-ing for the soldiers' farewells. The Ninth Company of Whitehall made the prettlest outward show. A lanner, with their name on it. stretched clear across their street, and from end to end the street blazed with long rows of camp headlights made by putting a rollshed tin basin in an overturned bucket and burning a cand e in the basin's focus. A big "9" made

with the same kind of lights arranged on tiers of cots completed the decorations. Other preparations were going on in the street of the Citizens Corps of Troy. Defore anybody found out just what they were, there was a great lot of jolly doings. Part of Drum-Ma or McKay's corps joined in them. They marched up and down through the camp and all

was a great tot of joily doings. Pait of DrumMa or McKay's corps joined in them. They
marched up and down through the came and all
around it, followed by a band of Indians ied
with blankets, holding aloft on their shoulders
it out and of cots and camp utensiis and
carrying tableaux representing a soldier's life.
Above it all torches lit the ligures.

One company visited another, and finally all
gathered in front of Col. Dowd's tent and
oalled with cheers for a speech. Col. Dowd
thanked them in a lew words for their good
twork. Lieut. Col. Miller and Major Leonard
were called out too. Acting Adt. Waltwright
was then called for. Col. Dowd answered for
him. Men." he said. Mr. Waltwright is no
longer the acting Adjutant. I have this day
made him the Adjutant of the regiment.

Mr. Waltwright was the Second Lieutenant
in Frank hoosovelt's company. His promotion
pleases every one in the Twelfth. But another
change in the official loster that was announced to-day made every one sad. LieutCol. George A. Miller, who came to the Twelfth
from the Twenty-second. It going to leave the
National Guard. He resigns to take the chair
of practice, nleading, and procedure in the
new Metropolis Law School of New York.

The flist to depart to-day was the Whitehall
company. The men of the Twelfth, led by the
drum corps, escorted them to the bluff in regular form, while the officer watched. It was
a voluntary act. That was it 12 colock. They
turned out again in the same style, the whole
regiment under command of Sergeant-Major
the isomeral and searcely had the drum taps of
the outgoing men grown weak in the distance
when those of the newcomers were heard.
The storm flag had hung all day over the
camp, and rain was beginning to fall when the
row, and rain was beginning to fall when the
row, and rain was beginning to fall when the
row, and rain was beginning to fall when the
row, and call the tent walls down to keep
their quarters dry. There was no unnecessary
delay. In route step the Twelfth marched to
the boat. Its pennants and

the rest left. Another train brought them, but they were hours late.

Among the first comers of the Eighth—the Cuartermaster Sergeant—was Sergeant Jas. E. Connors of Company H. He is Si vears old, but still able to do duty, and has been forty but still able to do duty, and has been forty years in the service.

The last men of the Twelfth to go were Sergeant Henry's ambulance corps. They were the new kit of field appliances and medicines which the regiment got from London. It arrivel to-day, it is the regulation kit for the hagilsh stray. There is a medicine ease, a clauket roll, two water cans, and a bandage haversack. The modicine case is of tin covered with hairy cowhide. Ta7x15 inches, and it seems to have in it everything that may be needed. It weighs about ten pounds. The water cans are bigger than a canteen and have a cup on the spout. All these are fitted to the curve of the body.

The Twelfth besides straining the record in many ways, broke it entirely in its contribu-

The Twelfth, besides straining the record in many wave, broke it entirely in its contribution to the Y. M. C. A. tent. It gave \$159, and the senara's companies gave enough to make the receips more than \$170. The largest sum ever given before was \$20 by the Seventh.

Col. Scott brings 411 men all t-id in the Eighth and Col. Fox brings a total of \$29 men.

RUWING ON THE HUDSON.

Management.

Gross mismanagement, inclement weather. a combination of unfortunate circumstances. and uninteresting, one-sided contests made the first regatta of the Hudson River Amateur Rowing Association, held off Fort Lee last

evening, a dire failure.

The races, seven in number, were scheduled to begin at 3 o'clock, but owing to the general incompetency of the managers it was after 5 o'clock when the flist race was called. The barge used as judges boat dritted along the stream every now and then while the races were being rowed, and some of the contests were half a mile over the regular mile and a

Darkness put a stop to so-called sport, leav ing two events, the junior eight-oared shell and the eight-oared burge races, to be decided some other evening. None of the contests

some other evening. None of the contests save the four-cared barge race savered of anything like a competition, from fifteen to forty lengths generally separating first and second boats. The summary of the decided events is as follows:

Junior Single Shell-Won by M. Kunz, Hudson B. C. J. Fay, Waveriev B. C. second. Fay ran into a dock hair way home and kunz paddied in. The 15g missims was guessed, the musical set of seconds. The officing jodges boat was caught in 11 minutes as 1-5 seconds.

Junior Single Signation of Farmines as 1-5 seconds. A second and the control of the control of

ting rare and the losers kicked long and strong but to ne purpose.

During the race Fred Gardiner of the Waverley B. C. fell overboard, but outside of ruining a suit of clothing, no harm resulted from the accident.

It was too dork after the flith race to r. withe others, and a cry was raised for home, we shome. There was a wast quantity of unsold beer, and the dock hands suddenly discovered that the anchor of the barge was fast to the river mud and could not be raised.

It took semething like an bour and a half to induce the surplus beer was reduced considerably. It was after 10 o'clock when the weary dishenceled and disgusted sports were landed at the New York pler.

The officials of the evening were Beferee, B. C. Williams, New York A. C.; Judges at finish. H. W. Welters, Dauntless R. C. and John G. Lindden, Waverley A. C.: Timekeerers, Thomas O'Day, Manbattan A. C., and William Lou, Valencia B. C.

NEW ROCHELLE. July 18.- The rumor that the new Church of the Blessed Sacrament will not be built this summer is without foundation. On Tuesday last the Rev. Father Thomas McLoughlin gave a check for \$1,000 in payment for the marble recently removed by the teating down of St. Paul's M. F. Church at Twenty-second street and Fourth avenue. New York. The stine was taken from the Tuckshoo quarties in 1856 when St. Paul's was Jeremiah Sheehan, who had some words with father Mel oughlin at the time the latter declined Mrs. Islin's offer to build the church, went to the house of lisbert listing on the committee on the erection of the new church, on Friday and knocked Bartnet down twice. Sheehan was arrested, Justice Tierney will hear testimony in the case to-morrow.

GLORIANA A BIG BOUNCER.

Yacht Designer Thomas Cinpham Brings Forth a New Idea.

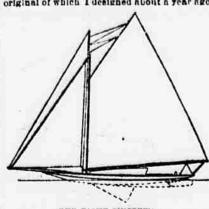
Yachtemen on Long I-land Sound have been talking a great deal this year about a queer-looking craft which made her appearance at the beginning of the season without estenta-tion, and has been salling like a which in all kinds of weather, having won first prize in every regatta in which she sailed. She has created a sensation in her clast, as the Gloriconfined altogether to their end of it. The ann has among the 49-footers, and the most separate commanies of Capt. Cusack's second peculiar feature is that the two boats are built on similar principles.

The boat in question is the Chippewa de-

signed by Thomas Clapham of Roslyn, L. I. Her length on the water line is 23 feet 6 inches, length over all is 34 feet beam is 11 feet, and draught about one toot. She has a large cabin containing berths for four persons, and ample locker room. She is of the skimmingdish type of yacht with a centreboard, but it her model Mr. Clapham tried to accomplish the same results as did Nat Herre-hoff in the Gloriana, only in a different way.

Mr. Clapham says of his boat: "Her sail area

is 740 square feet, which for her is a mere cruising rig, as she could easily carry 200 square feet more. In fact, I use her as single-hander, saling her alone on the Sound. The Chippewa is of the Bouncer model, the original of which I designed about a year ago.



THE TACHT CHIPPEWA.

The Bouncer is 19% feet over all, 13% feet on the water line, and has 7 feet beam. She draws six inches of water. Last summer I sailed her in four open regating, winning first prize every time, and three additional prizes for making the fastest time over the course.
"Including the Chippewa, I have up to date

built nine boats of this type, and all of them have been successful. One of them went to lake Minnetonka, where in her first race she Lake Minnetonka, where in her first race she beat the whole fleet."

Regarding the speed of the Glorians, Mr. Clapham said to a Sux reporter last week: "I have been amused at the comments as to why the Gloriana is such a fast boat. You can say that she is fast because in principle she is a big Bouncer. Her speed is entirely due to the fact that her designer use i me vertical curves for speed and horizontal curves for stability, which was simply carrying out the idea embodied one year ago in the little sailboat Bouncer."

fast as the Chippewa there will be another porplexing problem for science to solve.

When A. Cary Smith, the yacht designer, saw the Chippewa sail, he said, with a smile:
"Science is no good." A great many yachtsmen agreed with him, but perhaps the Bouncer type is worth investigation and study after all.
Yacht designing has always been a "now-you-see-him and-now-you-solt." sert of science. Just when the experis arrive at conclusions and advance theories with some assurance there comes a Minerva, or a Gioriana, or a Chippewa to create contusion, and make much think that there are other places than Boston where the laws of nature go contrary.
All of these upsels, however, have one good effect. They current attention of the thinkers for the time being from rules to hoats, and consequently restore faith in rules to an extent. The poor showing made by the Alborak at Marblehead last Thursday, for instance, will naturally strengthen the belief that big sails are not all that is necessary to produce speed. Gen. C. J. Paine's remark that will be consequently response to solve. The poor showing made by the Alborak are not all that is necessary to produce the consequence of the conse

over a boat of the Mariquits type, the latter having by lar the greater initial stability and much larger sail spread. He sinck to it that something was wrong and maintained his position with his characteristic per-istency, designing the Alborak according to his views of what the laws of nature should be.

If results prove that Gen. Paine was wrong in his theory, they will acid another page to the uncertain history of yachting, and, aitlough it will be rather rough on the General, yachtsmen who have had pet theories knocked into cocked hats will feel wonderfully eased, it is not often that Gen. Paine misses the mark in yachting. He has led the country for a number of years, but when he tackled the laws of nature in a small boot he found his weapon as insufficient as the sword of Alax.

PUSSY ELECTROPLATED. The Remarkable Effect of a Stroke

Esgining in Vermont.

Prom the St. Ionis Remails:

Baston, July 10.—A freak of lightning probably more remarkable than any hitherto records I has occurred near the small village of New Salem. Vt. at the lost of the Heidsterg Mountains. Areat S. Vandyck occupies an old mansion, in the pactor of which hing a collection of revolutionary swords, one of which was heavily a sted with sliver. A terriale thunder storm came night before last and one terrible crash aroused the household. All were stunned for a moment but, recovering, they has shed to discover what damage was done.

Suddenly the younger Vandyck pointed to an old-fa-shoned selfs. Upon it lay what was apparently the silver image of a cat curied in in an exceedingly comfortable position. As lar as the shape and posture of the animal were concerned it might have been a live ca. Each gillitering hair was separate and distinct, and each silvery bristle of the whisters described a graceful curve as in life. Father and son turned toward the swords which hung apon the wall just above the sala and there saw that the sword had been stripped of all its silver. The hit was gone and the scabbard was but a trip of backwest seed. The family cat had been electroplated by lightning.

In one of the ranes of glass in the window was found a round hole about the size of a half dollar, where the lightning had evidently entered. There was a charred streak accoss the sash, where the electrical fluid had made its way to the sword, down which it had possed to the cat, carrying with it the sliver, which it deposited upon the animal. Of course, the cat was insantly killed, and therefore remained in the position in which it was quietly eleeping when the flash came. It is thought the plating of the cat's body will present decay and the position in which it was quietly eleeping when the flash came. It is thought the plating of the cat's body will present decay and the collection of carrisdines, which is more remarkable than all. Local scientists are marjed, and one of their mombers of t From the St. Louis Herubic

Mrs. Pettis's Bont Flonted Away.

Mrs. Pettis's Boat Floated Away.

Sr. Petter. Minn, July 11.—Mrs. Pettis, a lady living at Lake Emily, in Le Sueur county, met with rather an uncleasant experience last night, an experience she is not up to torget for some time. She was out boat raining during hat evening, and while out on the lake her boat, which was leaky, tegan to fill with water, the was in the vicinity of Cedar Island, and rowed there for the purpose of balling out the heat. Sim get on shore, and some distance from where she landed she spied a can, which she proceeded to get. She got the can, but when she returned she was horrified to find that a strong who dhad taken her boat some distance out info the lake.

The island was some distance from shore, and her cries of distress were unheard, and the prospect of sheading the night were anything but pleasant. No one carne to her relief, and, as there was no way of escape, she was compelled to accept the condition imposed by unkind fale and remain. She passed the cight and all of to-day, and was discovered this afternoon by a parity of at leafer canners, who were out salling. One of the parity. A. F. Everson, secured a skill and hastened to the island to recease the unfortunate woman from about earning to respon to the control of the lailes, and her mental equilibrium was soon restored. She has no desire to spend another twenty-lour hours in a like manner. From the St. Paul Daily Globe.

Headache Indigestion, Billiousness.

Dyspepsia
And all Stomach Troubles

Are cured by Hood's

Sarsaparilla HOW IS THIS, MR. TRACES Criticising the Sales of Old Stores in

Brooklyn Navy Yard. To the Epiton of The Sun-Sire Owing to the poor system and slack manner in which business is carried on a: the Brooklyn Navy Yard, I feel as if it was my duty to inform those who are interested in such matters of a few facts, and know of no better way of doing so than through your paper. My opinion is that Secretary Tracy's new method of selling old material through sealed proposals is a very poor and unsatisfactory one both to those who wish to buy and to the Government, for the following reasons: In complying with the terms of sale, a bidder must make heavy deposits of money if he makes many bids, thus giving a man with small capital no chance to buy and capitalists a chance of forming a ring and entirely barring out the man of small means. Yet it was just this that Secretary Tracy tried to prevent by his new plan.

Formerly when such material was sold at public auction all bidders had an equal chance; they had no deposit to make except on goods actually bought, but at the last sale, which was held on June 15 of this year, there were only 62 bidders, and for some unknown reason 12 of these bids were rejected, thus leaving only 50 bidders for a very large sale of goods. The following facts will illustrate the business transactions at the Navy Yard: On March 10 last they were offered for lot 360, which consisted of 54,000 pounds of lignum vitre. \$1 per 100 pounds, and on June 15 they sold the same lot for 55 cents per 100 pounds, thus causing a loss to the Government of \$243. They also had a bid on March 10 of 3 cents per pound for 9.000 pounds of scrap leather ilot 362), and on June 15 they sold this lot at \$2.25 per ton. Net loss to the Government. \$250. On lot 397 they declined an offer of 37% cents each for 1.086 sheering frocks and then sold the same lot to nother bidder for 32 cents each in June. I know of nearly one thousand dollars which the United States Government actually lost through the action of the board of officers in charge of auch matters.

They placed men in the Navy Yard during the material to be sold, and when the bidders the material to be sold, and when the burses attempted to claim their goods officers in charge of such matters.

They placed men in the goods officers in charge or insert to give them the goods that had been successful bidders. On 102 313, consisting of 1.572 pounds hide rope testimated, but actual weight 4.500 pounds, they had a bid from bidder 22 of \$46 for the lot. It had been ordered sold, however, by the pound, so the party making that bid was thrown out as being irregular. This would have been all right provided they had kept for the terms. They did not, though, for they sold it to a party for two cents per pound, or for \$31.44 for the lot, and did not reweigh it according to their advertised terms. Can this Board explain this transaction? Lot 322, they said in their schedule, consisted on 11 Jacob's ladders, and 1.800 pounds wire rope bid by the lot. "A party got this lot for \$33.30, and he is known to have carted out 12.000 pounds of wire rope and 15 ladders. This goes to show how far their estimates of quantity can be relied upon. They estimated one lot as 30.000 pounds of shakings. The party getting this lot to lead on the series of the same of the party setting this lot to lead on the low another lot they estimated as 11.400 pounds. Lot 314 called for 10.000 pounds of shakings. The party getting this lot to lead out all the best of it and then went to a l ing a loss to the Government of \$243.

amount of red tane. You cannot get anything out of the yard till SA. M., and when the officers get there they have so much gold lace to put on that it is above 9 Ar. Interest you can commence to remove your goods.

It will, perhaps, interest the public to know what a navy yari pass consists of, the pass being necessary in order to get goods out. First it calls for the name of purchaser, weight of load, lot number. Kind of material, and names of articles. The officer making the delivery signs the pass. Then you go to the storezeeoer's office to have him signif. Then you go to the Captain of the yard to get a pumiler on the pass. Then, after all this humbur, you are ready for the watchman at the gate. You drive up there the stops you on the hill with a heavy load, and at his own time he looks all over your truck. You have to name all the material that is in boxes, barrels, bars, or any other package, or lift some off so that he can see all, and if he should find one article not on the pass (from care)lessness of the officer making out the pass) he will send you back to have it written on.

A very amusing instance of this kind happened hat Thursday to a friend of mine. Lot No. 350, as per schedule, consisted of seven razors, including the will send you back to have it written on.

A very amusing instance of this kind happened hat Thursday to a friend of mine. Lot No. 350, as per schedule, consisted of seven razors, including the thing after he had good the same in the pass he will send you back to have it written on.

A the partial set yeoman's stores. Yeoman's stores are in things, such as scoops, that the ships storekeeper uses in measuring and weighing so trakesper uses in measuring and weighing out the grant had the same in the partial set yeoman's stores. Yeoman's stores.

Ye had the partial set yeoman's stores. Well, there's the grant will be all the partial art to see that he loaded them on the truck this time. At the gate the watchman stopped, and two presents be defined by the partial art to see that he l

The Last Battle of Chepu toper,

The Last Battle of Chepu typec.

From the Courier-Journal.

Birmingham, Ala., July 12.—A bloody affray occurred at Chepulopses, Bloomt county, yestordey attenden. William Hollingsworth and James McCoy were the participants. McCoy, it seems, suspected Hollingsworth of having made indecent proposals to his sister, and it was understood between them that they would light whonever they came together.

They met in a public road yester lay afternoon, and started in to each other with rocks. Each was struck several times on the head with rocks. They then clinched and had a descente list wiff. Both wore nowerful men and they fought like tigers, as is evident by their wounds. During the fight, it is said, Hollingsworth frew a large knife and stabled McCoy three times in the left side. McCoy fell over as if dond. In a second, however, he rose, and selving a large rock he dealt Hollingsworth abow with it that broke his arm. He then struck Hollingsworth again with a rock, this time fructuring his skuil.

Both men then fell back exhausted, and lay in the road swearing vengance against each other until triends came along and found them. Both men will die. They are well-to-do farmers. Future treuble is expected, as both men have large amilies and many friends.

Three seamen of the bark Subra, which arrived ; as terday from nice cameiro, were taken down with amainant unfilly the passage. They are now convairscent. The vesset will be detained in Quarantite.

TREASURER WALLER MISSING

AN EXPERT EX IMINING THE LONG DE AND BRICK COMPANY'S BOOKS. Rumors of a Deficiency of \$10,000 or \$50,000-Waller's Father, Ex-Gor. Wal-ler of Connecticut, and President Nage's Daughter Think He Will Come Back.

Martin B. Waller, Secretary and Treasurer of the Long Island Brick Company of Greenport. disappeared from that place three weeks ago, defaulter. The alleged deficiency is o-timated at \$40,000 or \$50,000.

The company is the largest of its kind in the

State, and has an invested capital of more than \$1,000,000. D. C. Sage of Greenport is Us President and manager. The missing Secretary and Treasurer is a son of ex-Gov. Waller of Connecticut. He is about 30 years old, and was popular in Greenport. It is said he pad court to President Sage's daughter. Miss Virginta Sage, who has \$40,000 or more in her own right. Her father is said to have been opposed to young Waller's at entions.

Nothing is known of the missing Secretary's wherenbouts. Ex-Gov. Waller expressed considerable surprise a week ago when notified of his son's disappearance. The day following President bage received a telegram signed M. B. Waller, saving that Waller would be at home next day. No word has been received from him since. It is said ex-Gov. Waller wept when it was intimated to him that there was something wrong with his son a accounts. The ex-Governor owns considerable stock in the c. mnany.

An expert accountant is going over the company's books, assested by Tracy Waller, a brother of the missing man. The accounts, it is said, have been greatly mixed up, and it will take some time to straighten them out.

There is at least one person in Greenport who takes a bright view of Waller's absence. Miss Virginia Sage laughs at the rumor of night and says she has no doubt Waller will turn up all right with a good explanation of his absence. She does not believe the stories told about him.

President Sage was non-committal peaterday as to the received datalecation. He said in whereabouts. Fx-Gov. Waller expressed con-

told about him.

President Sage was non-committal resterday as to the reported defalcation. He said he didn't know what had become of the missing secretary, and was not prepared to any whether he had absconded, eloyed, met with four play, or some grays.

he had absconded, elo; ed, inst with four play, or gone crayy.

Waller's father and other members of his family believe with Miss Sage that he will appear and satisfactorily explain his absence and disprove the rumors now current.

Cashier Corwin of the People's National Bank of Greenport is said to have placed the amount of the alleged deficiency at more than \$50,000.

The brick company will probably not suffer any serious injury by the alleged defactation. A search is to be instituted for Willer.

READY-MADE CLOTHING.

The Origin and Development of One of the Great Industries.

Bosrow, July 18. - The rendy-made clothing business, which started in Bostou in 1840 with a yearly showing of only a few hundred dollars, has now reached a grand total of many millions. John Simmons and Andrew Carneigh, custom tailors and dealers in dry goods at the North End. conceived the idea of making up and keeping on hand, ready for use at a minute's notice, sailors' outlits. What prompted them to do this was the mutual inconvenience of would-be purchaser and dealer often occasioned by the sudden shipping and de-parture of sailors before the garments they wanted could be made. They manufactured different sizes of jackets, &c., such as seamen required, of which they kept a full supply constantly on hand. The innovation was a decided hit, and was the beginning of one of the greatest industries of the country.
Other Boston firms were not slow to follow

their example, and the business developed to large proportions. From sailors' suits the next step was the manufacture of civilians' garments, and the clothing men went to making green baize jackets, low-priced trousers as well as dress suits. The green baize jackets were great things in their day. When fairly star:cd and under way the total amount of the

now it must be upward of \$25,000,000. The manufacture of men's, boys', and youths garments embraces within its scope every variety of clothing worn at the present day, from the cheapest to the most expensive. The "beggar on horseback," it he dismount and dispose of his horse for \$12 or \$14. may array imself in a good suit. Home industries, as for as possible, are utilized, slibough there are certain lines of materials which of neces-

sity are imported.
"In 1846." said Joseph D. Le'and. a veteran dealer." which date I place as the time when the wholesale cichters of Boats embraced in their coverations not only New England, but the Middle and Western States. Istainers the Middle and Western States. Istainers were an analysis of the Middle and Western States. Istainers may be a supposed to laying in their stock for each engine in their stock for each engine in their stock for each engine of good to the were their the supposed to the Commonwealth. In color, and their had a very small, mileges on the the means of trevel were initiated and the commandative in travelling man could decrease the supposed to the Commonwealth hoston, and the host had a very small, mileges on the the means of trevel were initiated and the commandative in travelling man could decrease the commandative in travelling man could acceptable to the commandative in travelling man could acceptable to the common supposed to the common the salework business was fairly on its legs. the wholesale clothiers of Boston embraced in their operations not only New England, but the Middle and Western States. lietailers

THE NAPHTHA LAUNCH ETHEL DID NOT EXPLODE.

TOU CANNOT EXPLODE THE MECHANISM.

The Newspaper Accounts of the Wreeking of the Launch Ethel at Long Beach Intet on Sunday Last

Are so grossly erroncous that it becomes necessary for us to answer in this way many in-juiries of owners of our launches, and to ancipate those of many others, as to the real facts concerning that and occurrence, whereby tires lives were sacrificed by reason of a lack of judgment and of seamanship, and not, as the press reports imply, to imperfections is the wat or its machinery.

Such headlines as "A Yacht Blown Up as

Sea," The Explosion of a Naphtha Launch" apread in several sheets that preferred, with a reckles disregard of the injury it would do to us aid to a thousand of our patrons, to publish a sessational and unverticed article, rather than a dain, unvarnished statement of the facts, because the truth did not make what one city offior described as "the best story in to-day's isne." A certain portion of the press declined to correct these misstatements and to give the correction the same prominence as the laise and misleading details, which must have been colved from the imaginations of the reporters since not the slightest loundation of fact forthem exists.

tion of fact for them exists.

The truth is simply this: The owner of the Ethel with two friends and an orsterman, whose scamerable is very questionable, against the advice of experienced boatmen went cutside to isn, and attempted to return through Long Bach Thiet against a strong ebt tido with a brisk scutheast wind blowing across a bar on which there is but three feet of water at low tide. She was scannied in the brakers, her fire int out, and the boat that Friends drowned in attempting to reach shore by swimming, while the oysterman was saved by estinging to a buoy. The launch was picked up affort the next day towed over the bar into the bay, and righted, ind found to be perfectly whole and sound twit the excention that the smokestack and resort, which had been scraped off when she was tower bottom up across the bar, the engine, tank, staft, and steering gearbeing all in good condition. Instead of being "broken into bits and the pieces not large enough to keen bim above water," as described in one account, she nov lies where any ensign all in good condition. Instead of being without a serach or discoloration from the accidention any part of he woodwork.

The accompanying citualer centains the statements of several persons cognizant of the facts bearing upon the accident to add the present condition of the aunch which were made to Mr. Moore and as meh are swarm to by him. We respectfully rear you to it, not only to show you the materiacut of which the average reporter consects such outrageous falsehoods as have been given to the general public by a reckless and sensational press, but that you may have in a tery and succinet form the exact truth of the affir and the conflicting and unreliable statements made by the survivor subsequent to those given by him when he was first rescued from impending death and which were naturally the nearest to the real truth.

It seems eminently fitting to add just here that no tank, boiler, engine, or any part of the mechanism of a naphtha launch lass ever teen exploided, The g The truth is simply this: The owner of the Ethel will two friends and an oysterman,

respectfully,
Gas Engine and Power Company,
Morris Heighis Station,
New York city,—Adv.

JEALOUSY OF A TOMCAT. He Kills Five Kittens So That the Mother

About a fortnight ago the black and white cat of Mrs. Jeremiah Tobin in Fordham pre-sented the household with live kittens. and as there were just enough to go round among the children, each claimed one, and Mrs. Tobin's arguments in favor of the survival of the fittest were overruled.

This was rather hard on the old cat but

fortified by an extra supply of milk and much petting she did not shirk her maternal duties. and the kittens grow strong in the kitchen. Not one of the brood was in the least like its mother in color. They all had dirty reliew coats, and the fact that a big hideous tomest of the same ugly hue lottered about the house day after day, and murdered sleep at night